



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA

MAJOR SPECIAL USE PERMIT REPORT



Meeting Date: January 7, 2013

Reference Name	McDonalds, 1010 North Miami Boulevard (M1100003)	Jurisdiction	City
Request	For a major special use permit for development / fill in the floodplain requiring governing body approval, per Unified Development Ordinance Section 8.4.4D and to allow payment-in-lieu of sidewalk construction per Unified Development Ordinance Section 12.4.6.		
Site Characteristics	Tier:	Urban	
	Use:	Restaurant (with Drive-through Facilities) and retail	
	Zoning:	Commercial Center (CC)	
	Overlays:	Falls /Jordan Protected Area (F/J-B)	
	Size:	9.893 acres	
Applicant	McDonalds USA, LLC	Submittal Date	September 6, 2011
Location	1010 and 1000 North Miami Boulevard, the northeast corner of the intersection of North Miami Boulevard and Holloway Street.		
PIN(s)	0831-12-86-7423.L00, 0831-12-96-2562		
Recommendations	Staff will make a recommendation following the hearing		
	Development Review Board:	Recommended approval of the Major Site Plan, if the City Council rules in favor of the Major Special Use Permit, November 16, 2012, 9-0.	

A. Summary

McDonalds USA, LLC is requesting a Major Special Use Permit to develop a McDonalds restaurant in an Area of Shallow Flooding (Zone AO). Per Section 8.4.4D of the UDO, a major special use permit is required to develop within Special Flood Zone Hazard areas. The proposed McDonalds is located on a 0.825 acre outparcel of the 9.068 acre Wellons Village shopping center, on the site of an existing McDonalds. The site is within the Commercial Center (CC) zoning district, Urban Tier and the Falls/Jordan watershed protection overlay district (F/J-B).

The applicant proposes to replace the existing 3,859 square foot restaurant with a new 4,500 McDonalds restaurant. As part of this reconstruction, the restaurant's parking and drive-through will be reconfigured. A new underground stormwater management facility will be constructed on site and the driveway access points to the restaurant will be redesigned to minimize curb cuts on South Miami Boulevard. The proposed reconstruction of the restaurant will result in the building being located further into Zone AO.

In addition to determining that this proposal meets each of the general findings for major special use permits of Section 3.9.8 of the UDO, the City Council must also conclude that the applicant meets additional findings pertaining to developing within the Zone AO floodplain. These additional findings are found in Sections 3.9.8C and 8.4.4D.1 of the UDO and have been addressed by the applicant in the application. Staff analysis and conclusions for each of these additional findings are included in subsections B3 and B4 of this staff report.

The Major Site Plan associated with this request (Development Review Case D1100118) was recommended for approval by the Development Review Board (DRB) at their November 16, 2012 meeting by a vote of 9-0. At this meeting, the DRB also recommended to approve fill and development within Zone AO by a vote of 8-1.

B. Summary of the Issues

1. Per Section 6.11.5C of the UDO, a 50-foot wide transitional use area shall be established around the perimeter of a CC zoning district. More specifically, Section 6.11.5C.3 states:

Structures may be located in a transitional use area that abuts a nonresidential district or use, subject to the maintenance of yards consistent with the CG District yard requirements of the tier within which the project is located....

This specific provision of the CC District's transitional use area, and the fact that this development abuts a nonresidential district, presents the applicant with the opportunity to choose between two different street yard setbacks for this project. The two street yard setback options available to the applicant are outlined in the table below:

Option A	Option B
CC District Transitional Use Area (Section 6.11.5H of the UDO)	CG District within Urban Tier (Section 6.10.1C.2 of the UDO)
Minimum 50 feet from R.O.W.	Maximum 15 feet from R.O.W.

The applicant has chosen to utilize Option A. As a result, the proposed building will be located further into Zone AO than is the existing McDonalds (See Attachment 5 – Site Plan). If Option B was chosen and a building of the same size was proposed, the entire building could be located outside Zone AO and only a portion of the proposed parking would be located within the Zone.

C. Section 3.9.8: Criteria for Approval

1. Section 3.9.8A General Findings

Applications for major special use permits shall be approved only if the Governing Body finds that the use as proposed, or the use as proposed with conditions, is:

1. In harmony with the area and not substantially injurious to the value of properties in the general vicinity;
2. In conformance with all special requirements applicable to the use;
3. Will not adversely affect the health or safety of the public; and
4. Will adequately address the review factors identified below.

If City Council fails to find conformance with the conditions listed above, or makes findings which are inconsistent with those conditions listed above, then the proposed permit must be denied.

Staff analysis and conclusion. The Council should consider the information provided in the Staff analysis and conclusions for the following review Factors when making determinations on the General Findings.

2. Section 3.9.8B Review Factors

Section 3.9.8B requires consideration of the review factors shown below:

a. Circulation:

Number and location of access points to the property and the proposed structures and uses, with particular reference to automotive, bicycle, mass transit and pedestrian safety and convenience, traffic flow and control, and access in case of fire or catastrophe.

Staff analysis and conclusion. The access driveways to the McDonalds will be reconfigured from the current arrangement as part of this project. Currently the restaurant is primarily accessed via a driveway from North Miami Boulevard. This access driveway will be removed and access will be provided from existing driveways that serve the Wellons Village shopping center. The existing access driveway from Holloway Street to the shopping

center will be redesigned to ensure the right-in/right-out movement of vehicles as part of a NCDOT TIP project to widen Holloway Street from North Miami Boulevard to US 70. The new access configuration should not affect emergency access to the site and will provide safer access by eliminating a curb cut on North Miami Boulevard.

Internal sidewalk connections will be constructed to provide access to the site from the public sidewalks along both North Miami Boulevard and Holloway Street. Due to the planned NCDOT Holloway Street widening project, the applicant is requesting a payment-in-lieu of sidewalk construction along the Holloway Street right-of-way portion of the project site (per UDO Section 12.4.6) as part of the major site plan application. This is to avoid the situation of a sidewalk being constructed as part of the project and then removed and replaced shortly thereafter when the Holloway Street widening project commences. The internal sidewalk connection to the McDonalds from the future Holloway Street public sidewalk will include an ADA accessible ramp and will be striped as it crosses the internal parking area for the restaurant.

The following circulation infrastructure impacts are provided by the Transportation Department:

Infrastructure Impacts

Road Impacts

North Miami Boulevard and Holloway Street (NC 98) are the major roads impacted by the proposed zoning change. NCDOT TIP #U-0071 will widen Holloway Street (NC 98) to provide a five-lane section from N. Miami Boulevard to US 70. This project is currently in the planning and design phase with construction expected to start in 2014.

Affected Segments	N. Miami Blvd.	Holloway Street (NC 98)
Roadway Capacity (LOS E) (ADT)	23,700	26,300 (existing) 33,300 (with U-0071)
Latest Traffic Volume (AADT)	6,800	11,000
Traffic Generated by Present Designation (average 24 hour)	*1,915	
Traffic Generated by Proposed Designation (average 24 hour)	**2,233	
Committed Transportation Elements		

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2002)
N. Miami Boulevard: 4-lane major city/county roadway without left-turn lanes

Holloway Street (existing): 4-lane undivided class II arterial without left-turn lanes

Holloway Street (with U-0071): 4-lane undivided class II arterial with left-turn lanes

Source of Latest Traffic Volume: 2009 NCDOT Traffic Count Map

*Assumption (Max Use of Existing Zoning) – 3,859 sf fast-food restaurant with drive-up window

**Assumption (Max Use of Proposed Zoning) – 4,500 sf fast-food restaurant with drive-up window

Transit Impacts

Transit service is provided adjacent to the site along North Miami Boulevard via DATA routes #3, #13, and #16. An existing DATA transit stop serves the site and is located on the south side of Raynor Street approximately 680 feet from the McDonalds internal pedestrian access point.

b. Parking and Loading:

Location of off-street parking and loading areas.

Staff Analysis and Conclusion. The parking area serving the McDonalds will be reconfigured as part of this proposal. A retaining wall will be constructed on the northeast portion of the McDonalds project area, which will serve as a flood control measure. A parking area serving the McDonalds will be located to the north of this wall and will be connected to McDonalds main parking area via a staircase. A striped crossing will be provided to facilitate safe pedestrian crossing of the main parking area and access to the restaurant.

Per UDO parking standards, restaurants in the Urban Tier require one parking space per 100 square feet of floor area. The proposed McDonalds will be 4,500 square feet, and will therefore require 45 parking spaces. These spaces will be provided, however, the reconfiguration of the McDonalds parking area will result in a shortage of required parking for the Wellons Village shopping center. The current mix of uses within the shopping center requires 521 parking spaces, but only 475 spaces will be provided upon construction of the proposed McDonalds. Therefore, the applicant requested and received a 9% parking reduction for this project from the DRB at its November 16, 2012 meeting. This reduction was granted by vote of 8-1 based on the fact that the site is readily accessible to mass transit and pedestrians. Planning cast the only nay vote, noting that, although sufficient bicycle parking is being provided solely for the McDonalds use, insufficient bicycle parking is being provided for the current uses within the Wellons Village Shopping Center.

The required number of handicapped accessible parking spaces for the McDonalds is shown to be provided on the site plan. A loading zone will be situated to the rear of the building and appears to meet UDO requirements.

This use is subject to Limited Use Standard 5.3.4I (Drive-Through Facilities). The provisions of this limited use standard and an explanation of how each provision is met is included below.

1. Where no street separates the use and residentially zoned property, at least 40 feet of separation shall be maintained between the residential lot line and the drive-through facility.

Staff Analysis and Conclusion: The site is not adjacent to residential uses.

2. The location of drive-through windows and associated facilities (for example: communications systems and access aisles) shall be identified on all site plans.

Staff Analysis and Conclusion: The location of the drive-through windows and associated facilities are shown on the site plan. The menu boards and ordering area will be located on the north side of the building and there will be two drive-through windows on the west side of the building facing North Miami Boulevard.

3. Any speaker systems associated with the drive-through facility shall be designed and located so as not to adversely affect adjacent uses.

Staff Analysis and Conclusion: The speaker system for the drive-through facility is located on the north side of the building, which faces the larger parking lot serving the Wellons Village shopping center. Staff determines that this speaker system location will not adversely affect the businesses within the shopping center, as it will be separated from these businesses by approximately 200 feet of parking area.

4. Drive-through lanes between the right-of-way of a roadway and a building shall require landscaping pursuant to Section 9.8, Vehicle Use Area Landscaping, if the drive-through lane is within 50 feet of, and visible from, the roadway. Such landscaping shall be installed and maintained along the entire length of the drive-through lane and the adjacent roadway.

Staff Analysis and Conclusion: The drive-through lane associated with this use will not be located within 50 feet of a right-of-way of a roadway.

c. Service Entrances and Areas:

Locations of refuse and service areas with particular reference to ingress and egress of service vehicles.

Staff Analysis and Conclusion. The site plan shows a refuse area to the rear of the parking area, or on the northern portion of the project site. It will be fully enclosed with a masonry wall that matches the materials used on the proposed McDonalds and appears to be fully accessible by service vehicles. There will also be a storage building located to the rear of the McDonalds that will be near the menu board of the drive-through. It appears to be fully accessible to service vehicles during non-business hours.

d. Lighting

Locations of exterior lighting with reference to glare, traffic safety, economic effect and compatibility with other property in the area.

Staff Analysis and Conclusion. Ten pole-mounted light fixtures will be installed throughout the parking area and ten wall-mounted scone light fixtures will be installed on the building. The lighting plan submitted with the site plan package indicates that the proposal will be required to meet the lighting requirements of UDO Section 7.4.

e. Signs

Appropriateness of signs considering location, color, height, size, and design within the context of other property in the area.

Staff Analysis and Conclusion. The proposed development will include the removal of the existing McDonalds ground sign and the installation of a new ground sign near the corner of North Miami Boulevard and Holloway Street. Directional signage will also be installed throughout the parking area to assist customers in safely maneuvering the site. Signs are regulated by UDO Article 11, and sign permits are issued in a separate process managed by City – County Inspections. The signs will be required to meet Ordinance standards.

f. Utilities

Location and availability of utilities.

Staff Analysis and Conclusion. The project will be served by existing public water and sewer services. Construction of all water and sewer lines will be in conformance with appropriate public standards and specifications. All utilities related to this project will be installed underground.

g. Open Spaces

Location of required yards and other open spaces and preservation of existing trees and other natural features.

Staff Analysis and Conclusion. Per UDO Section 8.3.1B3, tree coverage is not required in non-residential districts in the Urban Tier. As stated in the Summary of Issues section of this report, the applicant has chosen to utilize the 50-foot minimum street yard option prescribed in the CC District Intensity Standards section of the UDO. By choosing this option, the proposed McDonalds will be located further into Zone AO than it otherwise would have been if the CG District 15-foot maximum street yard requirement were utilized. There are no rear or side yard setback requirements applicable to the CC District.

h. Environmental Protection

Preservation of tree cover, Durham Inventory Sites, floodplain, stream buffers, wetlands, steep slopes, open space and other natural features, and protection of water quality.

Staff Analysis and Conclusion. The site plan indicates that there are no Durham Inventory Sites, streams, wetlands, or steep slopes present on the site. The entire Wellons Village Shopping Center site contains 3.41 acres of area within Zone AO. The applicant is proposing to fill 18.6% (0.64 acres) and develop 27.6% (0.94 acres) of Zone AO in order to redevelop the McDonalds and reconfigure the associated parking area. As stated earlier in this report, the DRB recommended approval (8-1) of this development within Zone AO.

The site is located within the F/J-B watershed overlay district and is in the Neuse River Basin. The applicant is proposing 70.0% impervious surface for the development, which matches the high density option impervious surface limit of the F/J-B district. In order to utilize this high density option, the applicant is proposing an engineered stormwater control facility (underground sand filtration system) on the site. At their November 16,

2012 meeting, the DRB approved the location of the proposed stormwater control facility within Zone AO by a vote of 9-0.

i. Screening, Buffering and Landscaping

Installation of screening, buffering, fencing and landscaping where necessary to protect adjacent property.

Staff analysis and conclusion. The proposed project development area is contained within a discrete portion of the overall shopping center site and away from adjacent parcels. Therefore, the project is not subject to buffering standards per UDO Section 14.4.3A.

Street trees are required and shown along North Miami Boulevard and Holloway Street. Vehicular use area (VUA) plantings are shown to be provided for the proposed parking area.

j. Effect on Adjacent Property

Effects of the proposed use on nearby properties, including, but not limited to, the effects of noise, odor, lighting, and traffic.

Staff Analysis and Conclusion. The site is currently improved with a 3,859 square foot McDonalds restaurant. The proposed reconstructed McDonalds restaurant will be 4,500 square feet, 641 square feet larger than the existing restaurant. There should be minimal to no increase in noise, odor, lighting or traffic associated with the small increase in size of the McDonalds. The proposed new configuration of the McDonalds would reduce the impervious surface area of the Wellons Village Shopping Center by 9,091 square feet or 9%, which should have the effect of reducing stormwater runoff from the site.

k. Compatibility

The level of general compatibility with nearby properties and impacted neighborhoods, including but not limited to the appropriateness of the scale, design, and use in relationship to other properties.

Staff Analysis and Conclusion. The new McDonalds restaurant will incorporate a more contemporary architectural style than the existing restaurant, which is outdated in its appearance. It will utilize face brick, cultured stone and corrugated metal panels in its façade. Elevations of the building are included in Attachment 6. The proposed building will remain one-story and the scale is compatible with the surrounding commercial and

retail uses near the intersection of North Miami Boulevard and Holloway Street.

The surrounding uses and zoning districts are outlined in the table below.

Surrounding Uses and Zoning Districts		
	Existing Uses	Zoning District(s)
North	Retail shopping center	CC
South	Gas station, drug store	CN
East	Balance of Wellons Village Shopping Center, Single-family residential	CC and CN
West	Gas station	CN

Staff finds the proposed use, scale and design generally compatible with adjacent commercial development.

I. Consistency with Policy

Consistency with the *Durham Comprehensive Plan* and applicable development tier guidelines, overlay purposes, and zoning district intent statements in Article 4, Zoning Districts.

Section 4.1.2A.3 Urban Tier Intent Statement

The Urban Tier – That area surrounding the historic downtown of the City within which development was concentrated prior to the 1960s. Within this area, development should maintain an urban form with small lot sizes and differing uses in proximity to one another.

Section 4.4.3 Commercial Center (CC)

The CC District is established to provide for orderly development of commercial services in a unified setting on large parcels of (generally over ten acres in size to serve residential neighborhoods within a three to five mile radius of the site). It is the intent of this district to encourage a concentration of commercial activities surrounding a node such as the intersection of two arterials with an overall design scheme, rather than strip commercial areas. The district is intended to provide a wide range of retail and service activities that serve many neighborhoods. Residential uses generally are not appropriate in the CC District. Development in the CC district should provide safe pedestrian access to adjacent residential areas.

The CC District is designed for use on sites at major intersections that are capable of handling the proposed traffic. The CC District should not be located where primary access is from any connector-level street.

The CC District is used to implement the Comprehensive Plan within those areas shown as part of the Suburban or Urban Tiers.

Staff Analysis and Conclusion. The proposed use is consistent with the intents of the CC Zoning District and the Comprehensive Plan's Future Land Use Map, which designates the site as Commercial. The project complies with the Watershed Protection Overlay District requirements stated in UDO Section 4.11.

One of the intents of the Urban Tier is to encourage development that maintains the urban form. As mentioned earlier in this report, the proposal utilizes the minimum 50-foot street yard setback prescribed in the CC District Intensity Standards section of the UDO. This street yard setback standard is more compatible with suburban development, in that it allows a building to be separated from the street by parking areas. The applicant has decided not to utilize the more urban-oriented street setback option prescribed within the CG District, which would require a maximum street yard setback of 15-feet.

m. Other Factors

Any other review factors which the approving authority considers to be appropriate to the property in question.

Staff Analysis and Conclusion. Additional review factors related to development within the floodplain are included in the following two subsections of this staff report.

3. Section 3.9.8C Development in Special Flood Hazard Areas and Future Conditions Flood Hazard Areas (Floodway Fringe, Non-Encroachment Area Fringe, and Areas of Shallow Flooding [Zone AO] Only)

The applicant for a major special use permit under this section shall demonstrate that the additional review factors listed below have been adequately addressed. If the application is denied, the governing body shall specify which of these review factors, if any, were not adequately addressed.

- a.) Susceptibility of the proposed facility, structure, or other development and its contents to flood damage and the effect of such damage on the individual property owner and others as a result of flood damage.

Staff Analysis and Conclusion. The applicant notes that the proposed building will be raised above flood elevation and that the redeveloped site will be designed with adequate drainage paths to guide floodwater away from the building. It is also noted that the redesigned site will reduce the amount of impervious surface on the entire shopping center property by 9% or 9,091 square feet, which will reduce the susceptibility of the proposed building and surrounding development to flood damage. The applicant does not provide evidence showing that these site improvements would be more effective at reducing the likelihood of flood damage to the building when compared to the option of locating the proposed building outside of Zone AO through utilizing the CG District street yard maximum street yard setbacks.

- b.) Importance of the services provided by the proposed facility, structure, or other development to the community.

Staff Analysis and Conclusion. An enhanced McDonalds at this location would demonstrate a reinvestment in the local community, which has experienced a significant level of disinvestment over the last several decades. This investment would include a new restaurant of contemporary building design, improved vehicular access to the site, increased landscaping, and a new on-site stormwater treatment facility.

- c.) Necessity to the facility, structure or other development of a waterfront location, where applicable.

Staff Analysis and Conclusion. The project is not located on a waterfront.

- d.) Compatibility of the proposed use with existing and anticipated development.

Staff Analysis and Conclusion. The redesigned McDonalds is generally compatible with the surrounding commercial uses from a use, scale and design perspective. It is compatible with the Comprehensive Plan's Future Land Use Map, which designates the property as Commercial. However, the applicant's decision to utilize the 50-foot minimum street yard option prescribed in the CC District as opposed to the CG District's 15-foot maximum street yard setback creates a suburban form of redevelopment, with parking located between the street and the building. This is not consistent with the guidelines of the Urban Tier, which state that development should maintain an urban form, which includes locating buildings near streets to facilitate pedestrian accessibility.

- e.) Safety of access to the property in times of flood for ordinary and emergency vehicles.

Staff Analysis and Conclusion. The site plan shows that the vehicular access point to the McDonalds will be located outside of Zone AO. The drive aisles surrounding the proposed building will be partially outside of the Zone AO or will be above the base elevation of the Zone. The building will be four feet above the base elevation of the Zone.

- f.) Expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters and the effects of wave action, if applicable, expected at site.

Staff Analysis and Conclusion. The base flood elevation of the site is 336.30 feet. The building and the majority of the parking area will be above this base flood elevation. Sediment transport conditions should be improved as a result of the construction of a stormwater control facility and the reduction of impervious surface on the site.

- g.) Costs of providing governmental services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, and streets and bridges.

Staff Analysis and Conclusion. There are no public facilities located on this site.

- h.) Relationship of the proposed use to the comprehensive plan and floodplain management program for that area.

Staff Analysis and Conclusion. This project runs counter to Policy 7.1.3a. *Flood Plain Protection* of the Comprehensive Plan, which states:

Through the Unified Development Ordinance, prohibit most development in Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency (FEMA). The Unified Development Ordinance shall allow development and platting of lots in Special Flood Hazard Areas only in limited, strictly regulated, and special conditions.

It should be noted that this development will include the construction of a stormwater control facility on a site that, due to the age of the development, has no on-site stormwater control facility. The development will also result in a 9% reduction in impervious surface on the site. However, it is staff's opinion that the City Council should consider what is proposed on the site versus what is allowed on the site. As previously mentioned, the applicant has the option to utilize the maximum street yard setbacks of the CG District. This option would allow the McDonalds building to be located outside of Zone AO, which would allow the proposal to be in closer compliance with Policy 7.1.3a of the *Comprehensive Plan*.

- i.) Any other relevant factors, technical evaluations, or standards specified in other sections of the ordinance.

Staff Analysis and Conclusion. As part of the Major Special Use Permit application, the applicant has provided responses to the findings in Section 8.4.4D1. The City Council must determine that this application meets those findings in order to grant this Major Special Use Permit request. Staff Analysis and Conclusions pertaining to these findings are included in the section below.

4. Section 8.4.4D1 Fill or Development in the Floodway Fringe or Non-Encroachment Area Fringe

Fill or development (e.g., parking or floodproofing or elevation by design) in the floodway fringe, non-encroachment area fringe, or Areas of Shallow Flooding (Zone AO) that is not authorized in Section 8.4.4A-C of the UDO is not permitted unless it is in support of otherwise permissible uses and authorized by a major special use permit and provided that the appropriate governing body finds that:

- a.) The proposed fill or development provides for a better balance between overall efficiency of the site design, and improved conservation elsewhere on the site than would be possible without intrusion into the floodway fringe, non-encroachment area fringe, or Areas of Shallow Flooding (Zone AO).

Staff Analysis and Conclusion. The site in its current state intrudes into Zone AO and does not include an on-site stormwater management facility.

The applicant contends that this proposal will reduce the amount of impervious surface on the site and will include an on-site stormwater management facility, while improving traffic circulation and safety through reconfigured access to the site. This will result in a better balance between overall efficiency of the site design and improved conservation elsewhere on the site. However, staff finds that these aforementioned improvements could be made while locating the new McDonalds outside of Zone AO by utilizing the maximum street yard setbacks of the CG District. This would have the added benefit of creating a more urban form on the site, which is consistent with the intent of the Urban Tier in which this development is located.

- b.) The proposed fill or development represents the minimum amount of floodway fringe, non-encroachment area fringe, or Areas of Shallow Flooding (Zone AO) intrusion to achieve this better balance.

Staff Analysis and Conclusion. As mentioned in the Staff Analysis and Conclusion for the previous finding, utilizing the CG District standard of a 15-foot maximum street yard setback would allow the new McDonalds to be located primarily, if not entirely outside of Zone AO. As a result, Planning staff contends that the proposed fill and development does not represent the minimum amount of Zone AO intrusion to achieve better balance between overall efficiency of site design and improved conservation elsewhere on the site.

D. Notification

Staff certifies that notification, including newspaper advertisements and letters to property owners within 600 feet of the site, and neighborhood groups registered with the City – County Planning Department located within 1,000 feet of the site, has been carried out in accordance with Section 3.2.5 of the UDO. The following neighborhood organizations were mailed notices:

- Durham Justice and Fairness Inter-Neighborhood Association
- Inter-Neighborhood Council
- Partners Against Crime – District 1
- People's Alliance

E. Staff Contact

Jeff Burdick, Planner, 560-4137 ext. 28257 or jeffrey.burdick@durhamnc.gov

F. Attachments

1. Context Map

2. Durham GIS Aerial Photograph
3. Application with responses to all relevant findings and review factors
4. Development Review Board Summary of Actions
5. Site Plan
 - C-2 (Topographic Survey)
 - C-3 (Site Plan)
 - C-3a (Overall Site Plan)
 - C-5b (Overall Floodplain Impact Analysis)
 - L-1 (Landscape Plan)
6. Elevations
 - A2.0
 - A2.1
7. North Carolina Department of Transportation Road Widening Overlay